Prepared by the Utah Safety Leadership Team



A Goal We Can All Live With

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Acknowledgements 3

# Acknowledgements

# This plan was created through the efforts of members of the Utah Safety Leadership Team.

#### The contributing organizations are:

Utah Department of Transportation (UDOT)

Federal Highway Administration (FHWA)

National Highway Traffic Safety Administration (NHTSA)

**Wasatch Front Regional Council** 

Mountainland Association of Governments

**Utah Department of Health** 

American Traffic Safety Services Association (ATSSA)

Salt Lake City Transportation Department

Safe Kids Utah

**Utah Transit Authority** 

Utah Department of Public Safety (DPS)

Federal Motor Carrier Safety Administration (FMCSA)

Utah Local Technical Assistance Program Center (LTAP)

Dixie Metropolitan Planning Organization

Cache Metropolitan Planning Organization

**Operation Lifesaver** 

**Utah Trucking Association** 

Traffic Records Coordinating Council

Primary Children's Medical Center

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# Zero Fatalities<sup>sm</sup> - A Goal We Can All Live With.

In the year 2000, 373 people lost their lives on Utah's roads. Fortunately, more people are living each year because the number of fatalities has consistently dropped every year; most recently to 287 fatalities in 2006 – a 23 percent decrease, compared to six years ago. While a 23 percent reduction in fatalities is great progress, is that cause to celebrate? Should we be happy that 287 people died on Utah roads last year, instead of the 373 deaths six years ago? Obviously not. The loss of just one life is too many.

In 2006, several organizations came together to introduce the goal of reaching zero fatalities in Utah. The Zero Fatalities program is a united effort from the federal government, state agencies, and public and private businesses that attacks the top five contributing factors to fatalities on Utah roads: drowsy driving, distracted driving, aggressive driving, impaired driving, and not buckling up. This extensive public education program is designed to convince adults, teens, children, community, business, and political leaders why we need to change today's driving behaviors. We need to adopt the philosophy of Zero Fatalities for ourselves, our families, and our communities to reach our goal.

Drivers are adopting this philosophy through powerful TV and radio commercials, public events, driver education classes, and local media stories. In addition, a Web site,

www.ZeroFatalities.com, has been developed to provide information on the causes and mitigation of fatal crashes. The Zero Fatalities program has been presented to and received endorsements from politicians, planning organizations, law enforcement officials, drivers ed instructors, high school counselors and students, private businesses, city councils, and other community leaders. To reach our ultimate goal, we must continue to get more people and organizations involved.

Safety organizations have long strived to reduce fatalities and injuries on Utah's highways. Only recently have these organizations formally joined forces to create a comprehensive coordinated approach to improve safety. The Utah Comprehensive Safety Plan is the culmination of the joint efforts of these groups and sets direction for our collective safety efforts in the future.

# Background

Early in the process, it was determined the direction to improve safety would be based on reducing crash rates on the transportation system, which would result in lowering the fatal crash rate and serious injury crash rate. This idea of reducing crash rates within Utah supported a national initiative to reduce this crash measurement. UDOT and FHWA share the goal to reduce fatalities to the rate of 1.0 fatality per 100 million vehicle miles traveled by the end of the year 2008. To meet this goal, UDOT, FHWA, and the UHP have established a two percent annual reduction in fatalities benchmark beginning with the calendar year 2000. In the chart to the right, the annual fatality rate is shown with the year 2000 set as the base year. The chart shows the projected fatality rate goals that needed to be met to reach the 1.0 rate in 2008.

While these figures are encouraging, the rates are affected by the increase in vehicle miles traveled (VMT). It became clear that with the significant rise in VMT, focusing strictly on rates would not reduce the actual number of fatalities. As a result, FHWA and UDOT changed the focus from rates to reducing actual fatalities. To fully demonstrate the significance in the change in safety on the transportation system, actual fatalities must be reviewed. In the following chart, the actual numbers of fatalities are shown. Since 2000, the number of fatalities has been reduced dramatically. For 2005, the number of fatalities lowered to 282, a 24 percent decrease from 2000. This figure is the lowest number of fatalities for over a decade.

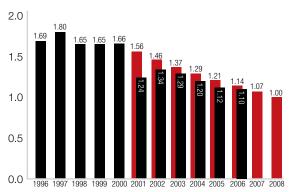
This plan is the formal documentation of the coordinated efforts of many safety organizations to reach our ultimate

goal. This plan followed the formation of a leadership team comprised of several safety organizations. All of these organizations have a stake in the improvement of safety. Through a series of meetings, these safety organizations accepted the overall goal to reduce transportation related fatalities by two (2) percent annually in Utah, and formed the Utah Safety Leadership Team.

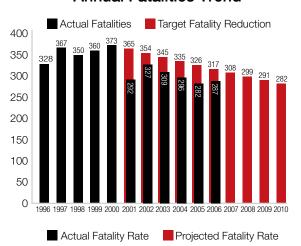
With the formation of the Utah Safety Leadership Team and the development of the Utah Comprehensive Safety Plan, Utah has formally accepted the challenge of utilizing the Integrated Safety Management Process (ISMP). Simply, the ISMP begins with crash data, and proceeds to fully integrated safety action plans. The process follows six steps: review crash data, establish emphasis area goals, develop strategies to address the emphasis areas, develop comprehensive strategies, develop detailed action plans, implement the action plans, and evaluate the performance of the plans. The UDOT Traffic and Safety Division assumed the responsibility to be the coordinating body for the Team and the ISMP.

It is important to recognize that the Utah Comprehensive Safety Plan represents the direction and commitment of all safety organizations in Utah. It cannot be focused on one organization or one specific area of concern. The Utah Comprehensive Safety Plan recognizes the importance each discipline plays in improving safety. To illustrate this point, the figure on the following page shows the relationship of the Zero Fatalities program and the Utah Comprehensive Safety Plan with the individual organizations and their specific strategic goals and plans.

# Fatality Rate Fatalities / 100 Million VMT



# **Annual Fatalities Trend**



Zero Fatalities 7

# Purpose

The purpose of the Utah Comprehensive Safety Plan is to identify high payoff strategies using a partnership approach to reduce the number fatalities and injuries. The plan does not address every safety strategy currently being implemented in the state, but focuses primarily upon strategies with the greatest potential to reduce crashes and injuries. These strategies are implemented in locations identified using an evidence-based approach using crash history, system characteristics, environmental conditions, and driver behaviors. The Plan acts as the guidance document that directs the development of specific goals, strategies, and performance measures for the individual organizations. It does not replace the existing documents for each group, but it should reference and guide development of other internal documents as necessary. The process continues down through the organizations resulting in detailed programs and plans that are implemented and finally evaluated to measure the success of reducing fatalities and serious injury crashes.

The Utah Comprehensive Safety Plan is comprised of three separate and distinct areas. Each part has a different overall direction while maintaining the ultimate goal to reduce serious injury crashes and fatalities.

In Part 1, there are eight programs listed that will be given added attention and emphasis in the safety organizations for the next five years.

# Part 1 Emphasis Areas

Roadway Departure Crashes Use of Safety Restraints Impaired Driving Aggressive Driving Drowsy Driving Distracted Driving Improving Intersection Safety Young Driver Safety The strategies listed in each emphasis area are the main issues to be addressed in the next five years. It is expected that a strategic action plan will be developed for each of the eight emphasis areas.

Part 2 addresses programs or processes currently underway within the safety agencies. These programs must continue to be supported and enhanced.

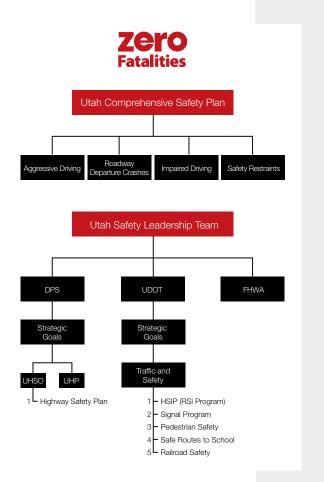
### Part 2 Continuing Safety Areas

Pedestrian Safety School Zone Safety Work Zone Safety Safer Truck Travel Motorcycle Safety Railroad Crossing Safety Older Driver Safety Bicycle Safety Transit System Safety Rural Road Safety

The programs contained in Part 3 represent opportunities for the safety community to enhance the programs used to support the goal to reduce fatalities or injuries.

# Part 3 Special Safety Areas

Safety Management System Crash Data System Emergency Services Capabilities



# Results

The Utah Comprehensive Safety Plan strategies are focused on engineering, education, and enforcement efforts. Each discipline has a unique direction to improve safety, yet each is strongly connected to the others.

# Engineering

The focus on safety within engineering begins with designing and building safe roadways. Transportation engineers use design principles that have been proven to be safe and reliable. National standards are used for signs and traffic markings to provide consistency for the traveling public. However, engineers continue to look for new and innovative ways to make transportation safer.

#### Education

Education plays a key role in helping the public understand what they should and should not do when driving. Increased education leads to a change in habits and, ultimately, a decline in fatalities on our roads. Education efforts are directed toward all age groups and for numerous safety issues.

#### **Enforcement**

Unfortunately, despite the best safety education programs and safely designed and built roadways, enforcement is needed to remind people of the laws associated with the use of our transportation systems. State, county, and municipal law enforcement agencies statewide work along side highway safety partnering agencies to enforce Utah's traffic laws during regular patrols, as well as specialized mobilization efforts.

There are three main outcomes related to the Plan. These outcomes are critical to the success of the Plan in reducing fatalities in Utah.

# Implementation

Utah's Comprehensive Safety Plan is a collective effort of the transportation and safety organizations and safety professionals throughout the state. The Utah Safety Leadership Team will implement the plan and encourage safety partners to focus their safety activities and programs in support of safety goals associated with the plan.

#### **Evaluation**

The effectiveness of the strategies contained in the Utah Comprehensive Safety Plan will be evaluated through performance measures and program review activities. Success of the Plan will be judged based on the key performance measure of the number of annual fatalities and our ability to meet the statewide fatality reduction goal.

#### Conclusions

Partnerships and shared responsibility are critical elements in meeting our fatality reduction goal. Increased communication, coordination, and cooperation between key state, regional, and local agencies; safety organizations; and safety advocates must facilitate the implementation and deployment of the strategies outlined in the Utah Comprehensive Safety Plan.



# Part I Emphasis Safety Areas

These eight areas represent the greatest opportunities to reduce fatalities and serious injury crashes. All individual organizations have a specific interest in one or more of these emphasis areas and meeting the goals contained in the Plan.

# Emphasis Area I

# Reduce Roadway Departure Crashes

# Challenge

In Utah annually, nearly 46 percent of all fatalities are associated with roadway departures. This fact is in contrast to roadway departure crashes representing only 12 percent of all crashes that occur in the state. Roadway departure crashes resulted from driver fatigue, impaired driving, speeding, and many other contributing factors. Utah has accepted the challenge to be an AASHTO lead state in the reduction of roadway departure crashes. The lead state initiative focuses on reducing fatalities associated with the predominant crash type in a state. In Utah, this crash type is single vehicle roadway departure crashes.

#### Direction

Efforts must be made to keep vehicles on the roadway, in their proper lanes, and, when vehicles do leave the roadway, reduce the possibility and/or severity of subsequent crashes.

### **Priority Strategies**

# Engineering

- 1. Develop and implement rumble strip policy
- 2. Enhance roadway visibility features
- 3. Develop and implement guidance on median barrier treatments

#### Education

- 4. Implement an education program on this roadway departure subject
- 5. Provide training to local governments

#### Enforcement

6. Develop enforcement strategies targeting driving behaviors in this area

#### Leaders:

**Utah Department of Transportation** 

Federal Highway Administration

**Utah Highway Patrol** 



Part 1 Emphasis Safety Areas

# Emphasis Area 2

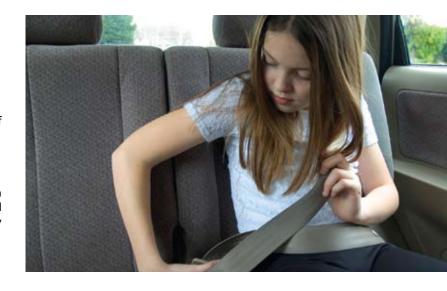
# Increase the Use of Safety Restraints

# Challenge

In 2006, safety restraint use in the state reached 88 percent. However, annually nearly half of motor vehicle occupants killed are not wearing safety restraints.

#### Direction

Although safety restraint use has continued to increase in Utah, the state does not have a primary seat belt law. Efforts must be made to promote the advantages of seat belt use, and to educate legislators. It should be noted that there is consistency between the overall fatality reduction trends with the increase in safety restraint use.



### **Priority Strategies**

### Education/Enforcement

- 1. Continue multi-agency statewide law enforcement/pubic information campaigns
  - $\hbox{-} \ Support \ national \ \hbox{''Click It or Ticket''} \ campaign$
  - Support outreach efforts to high-risk motorists

#### Education

- 2. Continue to work with Safe Kids Utah and state and local health departments to provide child passenger safety training workshops
  - Support Child Safety Seat Fitting Stations and car seat inspection events

#### Enforcement

3. Support the passage of a primary safety belt law

#### Leaders:

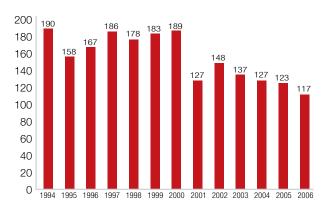
**Utah Highway Safety Office** 

**Utah Highway Patrol** 

Federal Highway Administration

Safe Kids Utah

Primary Children's Medical Center



Occupant Fatalities
Not Using Restraints



# Emphasis Area 3

# Reduce Impaired Driving

# Challenge

While the message that impaired driving is dangerous is widely accepted, fatal crashes due to drugs and alcohol continue to occur.

#### Direction

Sustain the reduction trend in alcohol related fatality and serious injury rates.

# **Priority Strategies**

### Education/Enforcement

1. Conduct multi-agency statewide law enforcement/public information campaigns

#### Education

- 2. Continue support of programs to reduce DUI in the 21 34 age group
- 3. Continue support for alcohol/drug/highway safety programs at universities
- 4. Provide DUI awareness materials for public distribution

#### Enforcement

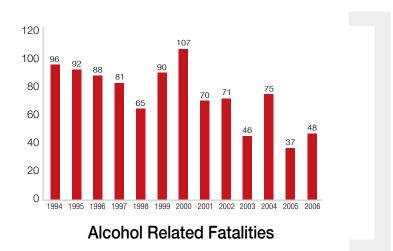
5. Continue support for DUI legislation

### Leaders:

**Utah Highway Patrol** 

**Utah Highway Safety Office** 





Part 1 Emphasis Safety Areas

# Emphasis Area 4

# Reduce Aggressive Driving

# Challenge

As congestion and travel delays increase, so has aggressive driving occurrences. Speeding, as a component of aggressive driving, has been identified as a major contributor to fatalities in Utah. In the chart below, the trend in speed related fatalities has been reduced through increased enforcement activities.

### Direction

Speeding continues to be an issue in Utah. Continued or increased efforts must be made to fund aggressive driving enforcement campaigns.



# **Priority Strategies**

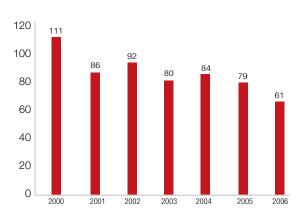
#### Enforcement

- 1. Continue to support aggressive driving mitigation programs
- 2. Continue to conduct aggressive driving enforcement campaigns

### Leaders:

**Utah Highway Patrol** 

Utah Highway Safety Office



**Speed Related Fatalities** 

# Emphasis Area 5

# Reduce Drowsy Driving

### Challenge

Fatalities related to fatigued driving are a growing concern in the state. Unfortunately, fatigue driving violations and crashes are under-reported due to deficiencies in crash reporting forms and the difficulty of attributing crashes to sleepiness.

#### Direction

Reverse the growing trend of fatigue related fatalities and crashes.

### **Priority Strategies**

# Engineering

- 1. Fatigue driving warning signs in high crash locations
- 2. Develop and implement rumble strip policy
- 3. Install median rumble strips at high crash locations on arterial roadways

#### Education

4. Continued partnership with UDOT, UHP, and Med One Capital for media campaign

#### Enforcement

5. Improve fatigue crash reporting with law enforcement

### Leaders:

**Utah Department of Transportation** 

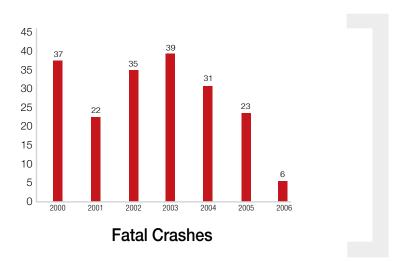
**Utah Highway Safety Office** 

**Utah Highway Patrol** 

Med One Capital







Part 1 Emphasis Safety Areas

# Emphasis Area 6

# Reduce Distracted Driving

# Challenge

Fatalities related to distracted driving are a growing concern in the state. Drivers are increasingly doing other activities while driving.

### Direction

Reduce the number of fatalities related to driver distraction.



# **Priority Strategies**

#### Education

- 1. Develop education program focusing on driver distractions
- 2. Partnership with UDOT and others to hold safety events at high schools

### Leaders:

**Utah Department of Transportation** 

# Emphasis Area 7

# Improve Intersection Safety

# Challenge

Intersection crashes are the most common crash type in urban areas. These crashes range from numerous rear-end crashes to severe right-angle crashes. Causes of these crashes result from among other things: improper lookout, red light running, running Stop signs, sight distance issues, speed, and following too close. Intersection safety can be viewed in two different ways. One view is to identify intersection locations that have a high number of crashes. The other view is to identify locations where serious injury or fatal crashes occur.

#### Direction

Efforts must be made to reduce the possibility and/or severity of subsequent crashes within intersections.

# **Priority Strategies**

# Engineering

- 1. Identify locations having significant crash trends involving an intersection
- 2. Develop and deploy unsignalized intersection strategies to:
  - Improve visibility and signing
  - Improve sight distance
  - **Enhance intersection lighting**
- 3. Explore intelligent transportation system (ITS) strategies for intersection safety

#### Enforcement

4. Improve the ability to enforce violations at high-crash intersections

#### Education

5. Develop education programs on existing and new methods for safety



#### Leaders:

**Utah Department of Transportation** 

Federal Highway Administration

**Utah Highway Patrol** 

Wasatch Front Regional Council

Mountainland Association of Governments

Cache Metropolitan Planning Organization

Dixie Metropolitan Planning Organization

Part 1 Emphasis Safety Areas

# Emphasis Area 8

# Improve Younger Driver Safety

# Challenge

Younger drivers (ages 15 – 19) account for a disproportionate number of fatalities and crashes. This fact has been associated with young drivers' driving habits, inexperience, and the many distractions they are susceptible to while driving. Only nine percent of all licensed drivers are between 16 to 20 years old in Utah.

#### Direction

Focus efforts on innovative education methods to improve teen driver capabilities.

# **Priority Strategies**

#### Education

- 1. Continue to support overall teen driver education
- 2. Support continued innovation in driver education methods
- Continue the annual Utah Student Safety Program Conference for high school student leaders and advisors, with follow-up local programming
- Provide Peer Leader Training and quarterly anti-drinking/drug-usage theme campaigns for various Utah high schools via the Governing Youth Council

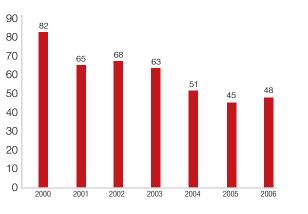
#### Leaders:

**Utah Department of Transportation** 

**Utah Department of Public Safety** 







**Young Driver Fatal Crashes** 



# Part 2 Continuing Safety Areas

These programs represent areas of continuing effort by the safety organizations. Programs in this category must be fully supported to ensure continued success in reducing serious injury crashes and fatalities.

# Improve Pedestrian Safety

# Challenge

Over the past several years, pedestrian fatalities have been slightly lower than the base year 2000. To reduce pedestrian fatalities further, more attention to education and infrastructure must be given to this area.

#### Direction

Efforts must be made to reduce the possibility and/or severity of pedestrian crashes by implementing a comprehensive plan to provide safer pedestrian travel.



# Engineering

- 1. Identify locations having significant crash trends involving pedestrians
- 2. Develop and implement improvement projects
- 3. Establish a program for local governments to reduce pedestrian injuries and fatalities

#### Education

- 1. Continue to support and implement education programs
- 2. Advocate the use of national guidelines

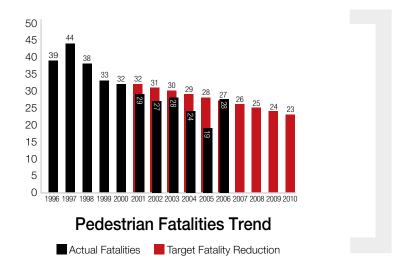
#### Leaders:

**Utah Department of Transportation** 

Federal Highway Administration







Part 2 Continuing Safety Areas

# Enhance Child Safety

### Challenge

More than 300 hundred children are injured each year while walking or biking. Children are focused into school zones, and these areas can be reviewed for enhanced safety efforts. More attention must be given to this safety concern.

#### Direction

Efforts must be made to reduce the possibility and/or severity of crashes involving children.

### **Priority Strategies**

### Engineering

- Identify locations having significant crash trends involving school zones
- 2. Establish program for local governments to reduce crashes

#### Education

- 3. Promote and support the development of school zone routing plans utilizing the Student Neighborhood Access Program (SNAP)
- 4. Develop or cultivate existing programs to better address the transportation needs of children with special health care needs
- 5. Continue to develop new education programs
- 6. Develop materials for local government training
- Utah needs additional funding to provide child safety seats and education for the underserved population in Utah

#### Enforcement

8. Promote increased enforcement of school zone speed limits

#### Leaders:

Utah Department of Transportation

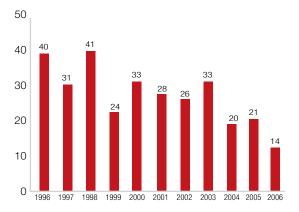
Federal Highway Administration

Utah Local Technical Assistance Program Center

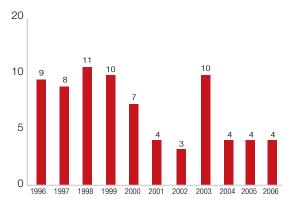
Safe Kids Utah

Primary Children's Medical Center





Child Fatalities in Vehicle Crashes (age 01-14)



Child Pedestrian Fatalities (age 5-12)

# Increase Work Zone Safety

# Challenge

Each year UDOT averages more than 100 work zones on state highways alone. In addition, Utah averages five fatalities within those work zones. These crashes occur in two areas; encroachments into the work zone, and crashes outside the work zone but influenced by the zone.

#### Direction

Efforts must be made to reduce the possibility and/or severity of subsequent crashes. Practices in traffic control or work zone management that lead to reduced work zone safety must be identified and limited.

# **Priority Strategies**

# Engineering

- 1. Identify types of work zones having significant crash trends
- 2. Identify characteristics of projects where work zone crashes have occurred
- 3. Develop and implement Work Zone guidelines
- 4. Increase the number of work zone reviews and assessments
- 5. Improve methods to reduce duration of work zones

#### Enforcement

6. Continue the use of law enforcement

#### Education

7. Continue to emphasize work zone safety training

#### Leaders:

**Utah Department of Transportation** 

Federal Highway Administration

**Utah Local Technical Assistance Program Center** 

American Traffic Safety Services Association





Part 2 Continuing Safety Areas

# Improve Safer Truck Travel

### Challenge

Crashes involving large commercial vehicles resulted in 24 fatalities in 2006. This figure was down significantly from previous years.

#### Direction

Sustain efforts to reduce commercial vehicle crashes and fatalities. The UDOT Motor Carrier Division along with the Federal Motor Carriers Safety Administration oversees the safety issues of this area.

# **Priority Strategies**

#### **Enforcement**

- 1. Continue the safety compliance reviews of high-risk carriers
- 2. Continue to partner with law enforcement agencies to identify and cite safety violators

# **Engineering**

- 3. Continue efforts to mitigate high-crash corridors for commercial vehicles
- Continue efforts to utilize Weigh-in-Motion and Mainline Bypass Technologies to effectively facilitate commerce and minimize CMV back up on Utah's main Interstates

#### Education

- Continue Truck Smart Campaign activities, which focuses efforts on passenger vehicles to drive safely around commercial motor vehicles
- Continue efforts to partner with the Board of Education and private driving schools to educate young drivers about the nuances of driving safely around commercial motor vehicles

#### Leaders:

Utah Department of Transportation

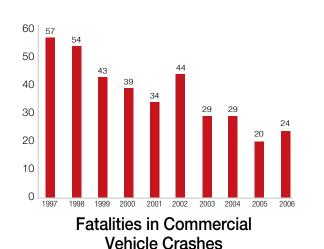
**Utah Highway Patrol** 

Federal Motor Carrier Safety Administration

**Utah Trucking Association** 







# Improve Motorcycle Safety

# Challenge

Motorcycle crashes are a growing concern in Utah. As more individuals look to motorcycles as an alternative transportation mode, motorcycle fatalities will grow without intervention through education services. The rate of motorcycle crashes is increasing each year with an 18.8 percent increase in total motorcycle crashes from 2003 to 2004. The state lacks a helmet law for persons over 18 years of age.

#### Direction

Efforts must be made to reduce the number and severity of motorcycle involved crashes.

# **Priority Strategies**

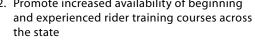
#### Education

- 1. Increase public awareness of motorcyclist concerns through promotion of the "Share The Road" campaign
- 2. Promote increased availability of beginning

# Leaders:

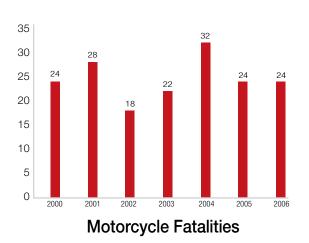
**Utah Highway Patrol** 

**Utah Department of Public Safety** 









Part 2 Continuing Safety Areas

# Enhance Railroad Crossing Safety

# Challenge

Railroad crossing crashes represent a small number of the total crashes, but these crashes are some of the most severe. High severity crashes are the predominant crash level in this area.

### Direction

Sustain efforts to keep fatality and injury crashes at or below current levels.

# **Priority Strategies**

#### Education

- 1. Continue to support railroad crossing safety programs
- 2. Continue support of railroad safety education programs

### Engineering

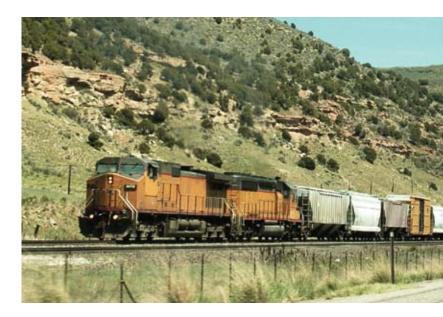
3. Enhance railroad crossing inspection and evaluation

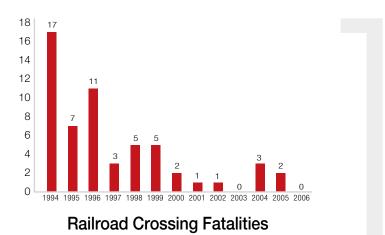
# Leaders:

**Utah Department of Transportation** 

Federal Highway Administration

Operation Lifesaver





# Enhance Older Driver Safety

# Challenge

Although older drivers have fewer crashes, they are involved in a higher percentage of fatal crashes. Additional emphasis should be given to addressing older driver needs and survivability.

#### Direction

Special consideration must be given to improving the highway system to accommodate older drivers and their needs.

# **Priority Strategies**

### Engineering

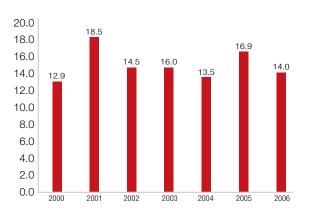
- Implement processes to improve the highway infrastructure to safely accommodate older driver safety
- 2. Implement a comprehensive approach to assist older driver safety
- 3. Implement FHWA guide on older driver mobility

# Leaders:

**Utah Department of Transportation** 

Federal Highway Administration





Older Driver Involvement in Fatal Crashes by Percentage

Part 2 Continuing Safety Areas

# Improve Bicycle Safety

# Challenge

Bicycle travel is gaining in popularity. Bicycle safety presents an opportunity for a partnership with many organizations to improve this mode of travel. Important components of this area are promoting helmet use and education.

#### Direction

Continue addressing bicycle user needs on transportation facilities.

# **Priority Strategies**

# Engineering

1. Adopt AASHTO Guide for the Development of Bicycle Facilities

### Education

- 2. Increase the promotion of bicycle helmet use, while targeting school age children
- 3. Continue partnership for educational programs targeting adults and children on bicycle safety
- Continue development of eductional programs targeting drivers

# Leaders:

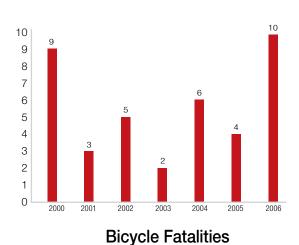
**Utah Highway Safety Office** 

Utah Department of Transportation

Federal Highway Administration

**Utah Department of Health** 





# Enhance Transit System Safety

# Challenge

As the transit system grows, more conflicts will arise between vehicles, transit vehicles, and pedestrians. The potential for large catastrophic events must be considered when advancing safety improvements to the system.

#### Direction

Special consideration must be given to improving the safety of the transit system including rail and bus travel.

# **Priority Strategies**

### Education

- 1. Continue to support railroad crossing safety programs
- 2. Continue support of railroad safety education programs

# Engineering

3. Enhance railroad crossing inspection and evaluation

# Leaders:

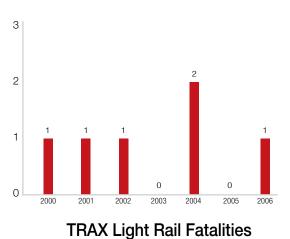
**Utah Department of Transportation** 

**Utah Transit Authority** 

Utah Local Technical Assistance Program Center

Operation Lifesaver





# Improve Rural Road Safety

# Challenge

The majority of roadway fatalities occur in the rural portions of Utah. This fact requires special attention be given to the safety of rural roadways not on the State system. Many local and county roads have inadequate safety devices and features. To effectively reduce statewide fatalities, special safety projects focused on local rural roads must be completed.

#### Direction

Special consideration must be given to improving the rural roadway system.

# **Priority Strategies**

# Engineering

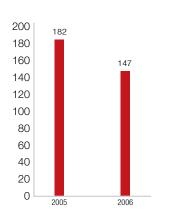
- 1. Continue rural roadway signing program
- 2. Continue Road Safety Audits
- 3. Implement High Risk Rural Roads program

### Leaders:

**Utah Department of Transportation** 

Federal Highway Administration





**Rural Road Fatalities** 



# Part 3 Special Safety Areas

These are areas that represent special and significant issues in the effort to reduce crashes and fatalities.

# Enhance Safety Management System

# Challenge

Utah has accepted the responsibility to be a leader in the reduction of roadway fatalities, and has followed that commitment by adopting the Zero Fatalities goal. The formation of the Utah Safety Leadership Team is an integral part of that concept. The Integrated Safety Management Process (ISMP) represents the integrated efforts of all safety organizations to achieve the common goal to improve safety. The Utah Comprehensive Safety Plan is a product of this ISMP. However, all of these components must work together in one system for Utah to achieve success.

#### Direction

Promote the development and implementation of a Safety Management System in Utah.

#### **Priority Strategies**

#### Education

- 1. Continue the promotion and adoption of the Zero Fatalities program
- 2. Continue the development and promotion of the Utah Safety Leadership Team
- 3. Promote the 4 E concept of engineering, enforcement, education, and emergency services
- 4. Assist local governments with the development of an ISMP

#### Leaders:

**Utah Department of Transportation** 

Federal Highway Administration

# Improve Crash Data System

# Challenge

The development and collection of crash data is the foundation of a comprehensive system to improve safety. Current systems must be reviewed and improved.

#### Direction

Achieve the conversion of the crash data system to a fully electronic format to allow for near instantaneous access to crash information.

# **Priority Strategies**

# Engineering

1. Identify and implement advanced technologies to collect, analyze, and distribute crash data in a timely manner

#### Enforcement

2. Develop multi-agency data quality control and quality assurance standards

#### Leaders:

**Utah Department of Transportation** 

Federal Highway Administration

**Utah Highway Safety Office** 

**Utah Highway Patrol** 

# Enhance Emergency Services Capabilities

# Challenge

Timely emergency response to crashes is a major component to survivability. Efforts must be made to promote the coordination and involvement of emergency services into transportation safety.

#### Direction

Sustain the funding and commitment to the Incident Management program to assist law enforcement and emergency services efforts.

# **Priority Strategies**

### Education

 Develop and implement plan to increase education and involvement of EMS in transportation safety

2. Develop and support integrated EMS and transportation safety programs

#### Leaders:

**Utah Department of Transportation** 

Federal Highway Administration

**Utah Highway Patrol** 

**Utah Department of Health** 

